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**PUBLIC SCOPING MEETING  
CONTAINER TERMINAL PROJECT**

**PUBLIC HEARING RE  
PUBLIC SCOPING MEETING  
TRAPAC BERTHS 136- 147  
NOVEMBER 5, 2003**

**LORI DENISE KOSTER  
C. S. R. NO. 10430**

1 PUBLIC SCOPING MEETING - CONTAINER TERMINAL PROJECT

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10 PUBLIC HEARING RE SCOPING

11 MEETING- CONTAINER TERMINAL PROJECT taken at 325

12 South Neptune, Wilmington, California, commencing at

13 6:15 o'clock p.m. on Wednesday, November 5, 2003,

14 before LORI DENISE KOSTER, C. S. R. No. 10430.

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1 APPEARANCES:

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3 LOS ANGELES DISTRICT OF THE ARMY CORPS OF ENGINEERS:

4 COLONEL THOMPSON, COMMANDER  
JOSHUA BURNAM, REGULATORY PROJECT MANAGER

5

6 PORT OF LOS ANGELES:

7 DR. RALPH APPY, DIRECTOR OF ENVIRONMENTAL MANAGEMENT  
CHRISTINA SAR, ENGINEERING PROJECT MANAGER

8

PUBLIC SPEAKERS REPRESENTING GROUPS:

9

1. NOEL PARK: SAN PEDRO AND PENINSULA HOMEOWNERS' COALITION
2. KEN MELENDEZ: PCAC
3. JULIE MASTERS: NATURAL RESOURCE DEFENSE COUNCIL
4. JESSIE MARQUEZ: WILMINGTON COALITION

12 PUBLIC SPEAKERS:

5. KATHLEEN WOODFIELD
6. RAUL OROZCO
7. SKIP BALDIN
8. RUDY TORRES
9. FRANK O' BRIEN
10. BILL SCHWAB
11. EDDIE GREENWOOD
12. DONNA ETTYINGTON
13. GARY KERN
14. ROBERT MC KOY
15. ERNESTO NEVAREZ
16. VICTOR MACIAS
17. JANET GUNTER
18. VICTOR EURQUIZA
19. EDDIE GREENWOOD

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## I N D E X

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3 PUBLIC SCOPING HEARING:

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1 WILMINGTON, CALIFORNIA, WEDNESDAY, NOVEMBER 5, 2003

2 AT 6:15 0' CLOCK P. M

3 --- o0o---

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5 COLONEL THOMPSON: Good evening.

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6 If you could all take your seats, we'd  
7 like to get started, please.  
8 I've met with many of you on -- on  
9 previous occasions, most recently, I think, last  
10 summer right in this location. But for those of you  
11 that I haven't met, my name is Colonel Richard  
12 Thompson, and I'm the Commander of the Los Angeles  
13 District of the U. S. Army Corps of Engineers.  
14 On behalf of the Corps of Engineers, I'd  
15 like to welcome you all to this meeting which we are  
16 conducting also in Spanish as a courtesy to you and  
17 the interested public.  
18 If you would like to hear Spanish  
19 translations, there are audio devices that are  
20 available in the back, and you're welcome to grab  
21 those. A gentleman in the back is waving if you  
22 need to borrow those devices.  
23 The Port of Los Angeles has applied to my  
24 agency for permits to construct wharf and terminal  
25 improvements at the TraPac terminal berths at

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1 136 through 147.  
2 Under our Federal Permit Program the Corps  
3 of Engineers is responsible for regulating dredging  
4 and filling activities in waters of the United  
5 States. The Port's proposed activities are  
6 regulated under both Section 404 of the Clean Water  
7 Act and Section 10 of the Rivers and Harbor Act.  
8 Federal action such as our permit

9 decisions are subject to compliance with a variety  
10 of Federal environmental laws. Consequently, the  
11 Corps has a responsibility to evaluate the  
12 environmental impacts that would be caused by  
13 proposed permit decisions prior to making any such  
14 decisions.

15 In particular, the National Environmental  
16 Policy Act, or NEPA, requires that we prepare an  
17 environmental impact statement, or EIS, to evaluate  
18 the direct, indirect and cumulative environmental  
19 effects of the proposed permit and to consider  
20 alternatives to the proposed permit.

21 The Corps will also prepare and  
22 environmental impact report as required by the  
23 California Environmental Quality Act, also known as  
24 CEQA.

25 In order to efficiently use government

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1 resources, the Corps and the Port have agreed to  
2 prepare a single joint EIS and EIR to satisfy both  
3 the Federal NEPA requirements and the state CEQA  
4 requirements.

5 The purpose of tonight's meeting is to  
6 gather advice from the public on what should be  
7 evaluated in this planned EIS and EIR. We are  
8 interested in the public's help to ensure that we  
9 establish the proper scope of analysis of  
10 environmental impacts and that we identify a proper

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11 range of alternatives as well.

12 The purpose of the testimony I will hear  
13 tonight, I will concentrate on issues specifically  
14 related to the Port's proposed projects at the  
15 TraPac terminal.

16 The meeting this evening is not for the  
17 purpose of providing comments in support of or  
18 opposition to this project. There will be  
19 opportunities later in the process for such  
20 comments. Tonight we are only seeking comments on  
21 how to establish a proper scope for the planned  
22 EIS/EIR document.

23 I would like to emphasize that my staff  
24 and I will carefully consider all comments that we  
25 receive both orally and in writing. I hope and

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1 expect that you will respect the opposing views and  
2 allow speakers to make their statements without  
3 interference.

4 Following the hearing, all parties will be  
5 given until December 10th to provide any additional  
6 written comments.

7 The meeting is also being simultaneously  
8 translated into Spanish, and as I mentioned before,  
9 if you would like to listen in Spanish, please pick  
10 up a wireless receiver from the table in the rear.

11 We will begin tonight with a presentation  
12 from the Port regarding their particular CEQA  
13 responsibilities, following which they will give a

14 ten-to fifteen-minute visual presentation describing  
15 the overall project.

16           Following this presentation, we will take  
17 oral testimony in two discreet sessions. The first  
18 session will be devoted to hearing from speakers who  
19 represent significant numbers of people. These  
20 groups have precoordinated the request with my staff  
21 for additional time, and they will be allowed up to  
22 ten minutes to make their presentation.

23           The groups that have identified themselves  
24 for this purpose are Jessie Marquez representing the  
25 Wilmington Coalition, Julie Masters representing

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1 NRDC and the Coalition for Clean Air, Noel Park  
2 representing the San Pedro and Peninsula Homeowners'  
3 Association, and Ken Melendez representing a number  
4 of people associated with the PCAC.

5           The second session will be for individual  
6 members of the public who would like to represent  
7 their own individual views. During this session  
8 speakers will be given three minutes to make their  
9 comments. If you would like to speak during this  
10 second session, you must fill out a speaker card and  
11 give it to one of the Corps staff identifiable by  
12 their Corps ID badges. And if you all could just  
13 kind of raise your hands in the background here to  
14 see where our folks are, you can see folks in the  
15 back. You must turn in your speaker request cards



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16 before the second session begins.

17 In order -- in determining the sequence  
18 with which we will address folks in this second  
19 session, we will randomly select the order that  
20 you'll speak.

21 Again, if you -- the folks that represent  
22 groups for the ten minutes have already  
23 precoordinated with our organization and that the  
24 second session will be reserved for individuals who  
25 are representing their own individual opinions.

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1 All oral and written testimony will become  
2 part of the administrative record of the permit  
3 application.

4 There is a court reporter present here  
5 tonight. Once we have written transcripts of the  
6 testimony, they will be published on our website.  
7 The location of our website is posted on a wall in  
8 the rear and was listed in the public notice for  
9 this meeting.

10 Again, if you want to present testimony to  
11 me directly, you must fill out a speaker card and  
12 hand it to one of my staff before we start the  
13 second session.

14 As you make your comments, please note  
15 that on this table there is a speech timer. The  
16 light will be green when you begin. When you have  
17 one minute left, the light will turn yellow. When  
18 it is -- when the light turns red, your time is up.

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19 Please respect these time limits so that all who  
20 desire may have an opportunity to speak.

21 If you prefer to provide comments in  
22 writing, they will be considered equal to all spoken  
23 comments, but you must provide them to us before  
24 December 10th.

25 If you need assistance from a

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1 Spanish-speaking staff member, we have Gabe Silva  
2 here from the Port who can assist you with anything  
3 that you might need.

4 I would like to briefly introduce members  
5 of my staff who are here. First is Dave Castanon,  
6 who is the Section Chief for my Regulatory Branch  
7 that covers this section. Next is Josh Burnam to my  
8 left, who is the regulatory project manager who  
9 coordinates activities for this process.

10 I will now turn the floor over to the Port  
11 for them to begin their presentation.

12 DR. APPY: Thank you, Colonel. I'm Ralph Appy.  
13 I'm the Director of Environmental Management for the  
14 Port of Los Angeles. And so we're the second half  
15 of this process that's going on here. We conduct  
16 our environmental evaluations under the State law  
17 called the California Environmental Quality Act,  
18 which is not too terribly different from the  
19 national law -- the federal law.

20 And so under circumstances where there's

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21 dual jurisdiction we try to do our documents  
22 jointly. And so we have and EIS, which is a federal  
23 component. EIR, environmental impact report, is a  
24 State component. So we're doing these documents  
25 jointly. Corps is a Federal league. The Port

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1 Environmental Division is acting on behalf of the  
2 State as the lead agency.

3 The process is as -- pretty much as the  
4 Colonel stated here. We really appreciate you being  
5 here tonight.

6 Before I get started I would like to  
7 introduce a couple people. I'd like to introduce  
8 Betsy Foley in the back, who is going to be  
9 environmental management's -- you can stand up  
10 Betsy. So you can send all your comments to Betsy.

11 And also, I'd like to thank Sue Hader in  
12 the back there for all the -- putting all the  
13 program together here much -- pretty much this  
14 evening. Sue, thank you, for public relations.

15 The process we have here is Christina Sar  
16 who is with our Engineering Division, and she's  
17 Engineering Project Manager on this and is going to  
18 briefly describe the project which is going to be  
19 evaluated.

20 Following that there's going to be just a  
21 brief presentation by myself on what are the  
22 components of the project and, finally, a brief look  
23 at the schedule that the process includes. And so

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24 I'll talk a little bit more about the process when  
25 we get to that -- that slide.

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1 And then following that it's our turn to  
2 listen to you. And so without saying more, I'll  
3 turn it over to Christina.

4 MS. SAR: Good evening. I'll be giving a brief  
5 overview of the TraPac Terminal Expansion Program.

6 Starting with an aerial photo of the  
7 TraPac Project area, this shows the TraPac Terminal,  
8 berths 136 to 147, including other portions of the  
9 westbasin area, the Yang Ming Terminal to TraPac's  
10 west, Harry Bridges Boulevard to the north,  
11 the Pier A Railyard to the southeast, as well as  
12 Neptune Avenue and Avalon Boulevard highlighted at  
13 the top.

14 This slide is a view of TraPac's existing  
15 terminal highlighted in yellow. TraPac currently  
16 occupies 176 acres and has 1900 feet of wharf along  
17 berths 136 to 139 and a thousand feet of wharf at  
18 Berth 144.

19 The next series of slides shows the  
20 parcels that are proposed for TraPac's expansion.  
21 All of these elements are or will be included in the  
22 EIS/EIR. This slide shows the six-acre backland  
23 expansion and will improve truck circulation and  
24 increase operational efficiency.

25 This site was formerly occupied by the

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1 Union Ice Company. Upon relocation of the Pier A  
2 Railyard, this 33-acre site will be redeveloped into  
3 an intermodal container transfer facility. This  
4 Railyard is a critical element to improve TraPac's  
5 efficiency as well as reduce surrounding traffic  
6 congestion and relieve air emissions.

7 Additional improvements would include  
8 terminal backland, demolition of approximately 1100  
9 feet of concrete and timber wharves, upgrade of  
10 approximately 900 feet of existing wharf, and  
11 construction of approximately 700 feet of new wharf,  
12 bringing the total wharf length at berths 144 to 147  
13 to 2600 feet.

14 This slide shows the northern expansion  
15 area. By realigning Harry Bridges to the north,  
16 25 acres can be redeveloped for TraPac. This would  
17 include a new maintenance and repair facility,  
18 employee parking, chassis storage, additional  
19 container yard and a realigned and modified gate to  
20 eliminate truck queuing on public streets.

21 And finally, the four-acre backland  
22 development of the Westway site. These four sites  
23 will add an additional 68 acres to the TraPac  
24 terminal, giving them a total of 244 acres.

25 This last slide shows two transportation

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1 projects related to the Port's overall program in  
2 this part of the westbasin.

3 The Neptune Avenue grade separation and  
4 the Avalon Boulevard Grade Separation and the Avalon  
5 Boulevard Grade Separation. Both grade separations  
6 will improve safety, reduce congestion, and increase  
7 efficiency by eliminating two at grade rail  
8 crossings. These are still conceptual. The exact  
9 locations and other details will be determined  
10 through a PCAC process with our consultant team.

11 This concludes my overview. If anyone  
12 needs a copy of the written presentation, you can  
13 leave your name and your address at the table in the  
14 back.

15 With that, I'd like to turn it back over  
16 to Ralph.

17 DR. APPY: Thank you. Can I have the next  
18 slide, please.

19 Many of you may have received a notice of  
20 intent/notice of preparation. The terminology  
21 "notice of intent" is Federal language for a  
22 notification of there's an upcoming environmental  
23 process. "Notice of preparation" is the terminology  
24 used for the CEQA or State.

25 And there are copies of those on the back

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1 table. If any of you don't have one, you're welcome

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2 to pick one up back there.

3 And on the State side, that document gives  
4 you some ideas of the environmental issues that we  
5 plan to look at, maybe some that we don't plan to  
6 look at.

7 This time we've added a slide to our  
8 presentation, the Corps, and I thought it was  
9 appropriate to kind of give you some ideas of areas  
10 that we're going to look at in detail in our  
11 environmental analysis, and those are shown up here.  
12 So they deal with Geology -- that's the seismic  
13 portion of what's going to go on -- hydrology, air  
14 quality, in particular we're going to -- associated  
15 with also the Public Health, as we will be doing a  
16 health risk assessment on any particular air  
17 emissions associated with the project. We're going  
18 to be looking at traffic, including rail ingress and  
19 egress, effects of noise on the sensitive receptors,  
20 including residential areas, public utilities,  
21 aesthetics, and also we're going to look at  
22 cumulative impacts -- what are the impacts of this  
23 project added together with other projects that may  
24 be going on in the project area such as the China  
25 Shipping project.

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1 And we're also going to be dealing -- also  
2 talking about dredge material disposal, particularly  
3 as it relates to water quality. The dredging that

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4 has to be done for the wharf, where does that  
5 material go, and the testing of it.

6 Next slide, please.

7 In addition, we're going to be looking at  
8 a whole series of alternatives in a structured  
9 alternatives analysis, and this is going to look  
10 at -- some of these are pretty standard by law --  
11 alternate locations is one we have to look at, and  
12 also the no project alternative is an alternative  
13 that's standard in both Federal and State  
14 requirements.

15 In addition, we're going to look at a  
16 number of other alternatives, determine whether  
17 they're feasible at all and then carry some of these  
18 through through the environmental evaluation. And  
19 so we might look at, for instance, some new  
20 landfills in the harbor as a place as an  
21 alternative, non-containerized or non-shipping uses  
22 of the facility, a larger facility. There's an area  
23 of potential expansion, about fourteen acres  
24 possible, maybe a reduction in the wharf size and  
25 length to see if we can minimize effects on the

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1 waters of the U. S.

2 One alternative that's, I think, important  
3 to all of you here is there will be an alternative  
4 that looks at no relocation at Harry Bridges  
5 Boulevard. It would stay essentially where it is  
6 without an expansion of TraPac into that area. And



7 finally, a no Federal action, which would look at a  
8 component of the project where there was no wharf or  
9 dredging, and those are the particular areas that  
10 are in the regulatory authority of the Corps of  
11 Engineers. So those are some of the alternatives  
12 that we're going to look at.

13 To give you an idea of the schedule of  
14 these documents, it's something that's not done real  
15 quickly. We're up here at the NOI/NOP public  
16 comment period. So that started on the 27th. It's  
17 going to end on December 10th of this year. We  
18 added a few days into our normal review period to  
19 allow for the Thanksgiving holidays.

20 This is the Public Scoping Meeting  
21 November 5th. That's where we are.

22 After we prepare the draft EIS/EIR, that  
23 document actually goes out for public review and for  
24 additional comment period, and that will occur in  
25 the fall of this year. As we get closer to that,

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1 you'll hear about the date. We'll do a notice out  
2 similar to the one we did this time. We have a  
3 pretty broad public outreach on our program.

4 In addition, during that review period  
5 there will be another public meeting. We'll have  
6 another meeting just like this one where you can  
7 come out and give public comment on the draft  
8 environmental document.

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9 Finally, we'll spend some time finalizing,  
10 getting your comments, responding to all of them,  
11 and preparing a final EIS/EIR sometime in the winter  
12 of 2004, anticipated to go to our board for their  
13 action in the spring of 2005. And also the Corps of  
14 Engineers does their decision on the project in the  
15 spring of 2005, and there is public record of  
16 decision.

17 So this is the general process we'll be  
18 going for. So you can see we have quite a long haul  
19 ahead of us.

20 The notice of intent preparation is a time  
21 when it's really important for us to get your  
22 general ideas about what alternatives we should look  
23 at and what are your general environmental issues  
24 that you're interested in.

25 When the draft -- then we take those

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1 comments and use them to prepare our environmental  
2 document. So if you say that air emissions and rail  
3 are very important to you, then we look at those in  
4 the environmental document, and then when the draft  
5 comes out, you can look at to see how well we  
6 analyzed those things. And then again we receive  
7 your comments. Except when we receive comments on a  
8 draft, we will respond individually to all of those  
9 comments. We number them, and we put them in the  
10 back of the final document so we have to respond  
11 individually to your comments.

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12                   So tonight now we're here to hear what you  
13 have to say both from the Federal and State  
14 standpoint.

15                   And with that, I'd like to turn the  
16 meeting back over to Colonel Thompson.

17           COLONEL THOMPSON: Okay. We will begin with the  
18 speakers representing groups.

19                   The first person that we will hear from is  
20 Noel Park representing the San Pedro and Peninsula  
21 Homeowners' Coalition. After that, Mr. Ken  
22 Melendez.

23           MR. PARK: Thank you.

24                   Well, clearly the greatest impacts of this  
25 project fall upon Wilmington, but San Pedro and

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1   Wilmington are inextricably tied together and the  
2 impacts fall quite heavily on us, or will indeed as  
3 well.

4                   So I want to talk to you briefly about air  
5 quality. I got a few documents I'll leave with you  
6 here tonight. The first one is an article from the  
7 Los Angeles Business Journal, October 6th, 2003,  
8 called Smog Pockets Target of AQMD Officials, and  
9 I've presented this map, which I think is a  
10 refinement of the data from the famous MATES-II  
11 Study, currently shows that the highest cancer risks  
12 from toxic air emissions in the air basin is in the  
13 San Pedro, Wilmington and West Long Beach area.

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14 And where we're sitting tonight, depending  
15 on how -- it's not a real fine-scale map, but we're  
16 either at a cancer risk of 2,000 per million or 1500  
17 to 2,000 per million.

18 And in fact, we've seen the raw data from  
19 this. In a lot of spots in this area it's much  
20 higher than that.

21 Also, I have a document here. It's called  
22 Health Effects of Diesel Exhaust Air Pollution,  
23 which was prepared by our good friend John Miller,  
24 M.D., in which he has done an extensive document  
25 search and a lot of research, and he's identified 30

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1 health impacts of diesel exhaust. And at your  
2 meeting in Long Beach recently I read the whole  
3 list. It's a pretty dramatic list, but I'm not  
4 going to use up your time and mine reading it  
5 tonight, but I really ask you to please pay  
6 attention to this.

7 The Mayor, Mayor James K. Hahn, and -- to  
8 my knowledge, on October 10th of 2001 made a  
9 commitment that there would be no net increase in  
10 diesel emissions from the Port of Los Angeles, and  
11 the Port's adopted that as its official policy, and  
12 the baseline date to be that date, October 10th of  
13 2001. And so we're looking for these projects and  
14 each of every one of them to achieve that promise of  
15 no net increase in diesel exhaust.

16 And if it's not possible to mitigate each

17 project down to zero, then we're looking to the Port  
18 to go elsewhere in the Port and find places to  
19 mitigate an equivalent amount.

20 The Los Angeles Times shortly thereafter  
21 did an editorial and said that the promise of no net  
22 increase is good but what's really needed is a  
23 reduction, and this data was taken before that time,  
24 so, you know, we put it to everybody involved here,  
25 but that's what's really needed, is a reduction.

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1 But we aren't to no net increase yet because the  
2 traffic goes up month by month, so that's our goal  
3 for this project.

4 Let's speak briefly about traffic. You've  
5 mentioned the PCAC, Colonel, that it has a traffic  
6 subcommittee, and some of us have been religiously  
7 been going to those meetings. And the Port is in  
8 the midst of doing a traffic study, and the traffic  
9 study shows that many streets and intersections in  
10 the Harbor region are approaching level of service E  
11 and F, including but not limited to the Vincent  
12 Thomas Bridge, which is predicted to reach level of  
13 service E and F in the year 2010.

14 I think we all know the story of the  
15 710 Freeway, which at times is there now and is only  
16 doomed to get worse. The forecast out of this  
17 traffic study are that the two ports of Long Beach  
18 and Los Angeles together processed about 9,900,020

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19 foot-equivalent units in 2002. We forecast  
20 19,700,000 in 2010, seven years from today, and  
21 47,200,000 in 2025. I'll leave this little document  
22 with you as well.

23 And I put it to you that there is no plan  
24 in place to handle that traffic that's going to  
25 result from that. There's also a breakdown in here

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1 of the forecast of how much is to go by rail on dock  
2 and how much by truck and it's roughly 70/30.

3 There is no plan in place to deal with  
4 that traffic. The gridlock is coming, and we think  
5 that decision-makers need to be honest about that  
6 and to say wait, how can we do all these projects  
7 that are going to increase this traffic if we have  
8 no plan to handle the traffic and maybe take a  
9 time-out. I think that's entirely appropriate when  
10 all of these alternatives are studied.

11 The inability to control the diesel  
12 exhaust, the inability to control the traffic all  
13 have to come down on the side of what alternatives  
14 are chosen, possibly even indeed the no project  
15 alternative.

16 We've talked a lot about aesthetics. I  
17 think it pretty much speaks for itself. If you came  
18 down from Los Angeles on the Harbor Freeway and you  
19 looked out across the Harbor from Pacific Coast  
20 Highway or B Street, C Street and saw the -- what my  
21 mother calls the pickett fence of cranes obscuring

22 the view. You go walk anywhere on San Pedro Hill  
23 and see the acres and acres and acres of the bay  
24 that have been filled in. All of these things have  
25 an aesthetic impact.

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1 If you step out of the lawn outside this  
2 building and look out towards TraPac, I think it's  
3 pretty self-evident these things need to be  
4 mitigated. These are real environmental impacts  
5 really called out in the CEQA checklist, and they  
6 need to be dealt with in a constructive way.

7 So it is for light and glare. I've been  
8 teased for bringing this up, but it's a serious  
9 recognized environmental impact and even has health  
10 consequences. And again, if you step out on the  
11 lawn and look to the south, I don't think you need  
12 to hear anymore from me.

13 My challenge is always if you don't think  
14 there's an impact, go outside and order someone to  
15 turn those lights off for 30 seconds and turn them  
16 back on. I rest my case.

17 There's a big issue here of environmental  
18 justice. Environmental justice is a sort of a  
19 nebulous thing, I guess, but many huge public  
20 agencies have extensive policies now on  
21 environmental justice, including but not limited to  
22 the Federal Government in the city of Los Angeles,  
23 most of which are, you know -- alas seem to be

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24 honoring the breach.

25 But in my understanding what that means is

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1 that environmental impacts on projects shall not  
2 fall disproportionately upon communities of lower  
3 income and/or minority people. And here if you  
4 go -- it's easy here. If you just go outside and  
5 look around, this must be the environmental justice  
6 test case of the living world.

7 And I have a document I want to leave with  
8 you about that also, and it's a letter that I wrote  
9 to Dan Kennedy Hahn in May of 2001, and it has a  
10 discussion of kind of this issue, but it includes a  
11 little map that shows the so-called impacted census  
12 tracts in the city of Los Angeles, came out of the  
13 Department of Recreation and Parks Project, and the  
14 selection criteria for number 1 is average youth and  
15 poverty 36 percent or greater, and there it is, and  
16 where we sit is an impacted census tract. In fact,  
17 everywhere that Wilmington and San Pedro touch the  
18 Port are basically impacted census tracts. These  
19 impacts fall disproportionately upon people of color  
20 and lower income. That has to be dealt with in some  
21 way. I don't know how to do it. I'm not an  
22 environmental scientist, but -- and let me just also  
23 say that it's not correct to say that air pollution,  
24 for example, is a regional impact and doesn't fall  
25 disproportionately upon the surrounding communities,



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1 because this map will show you that that isn't so.  
2 And it's sort of intuitively obvious. I mean, the  
3 MATES-II study makes the brilliant statement that  
4 the impacts of diesel exhaust are most pronounced  
5 upon the people who live closest to the source of  
6 emissions. Makes sense to me.

7 And finally, and one of the most important  
8 things about this project, is cumulative impacts.  
9 The Port has, to our count, ten environmental impact  
10 reports in the cue for projects it's looking to do,  
11 and I can't recite them all by heart -- if you'd  
12 just give me a second -- but the Merz Phase II  
13 terminal is under construction. The China Shipping  
14 EIR is going on. This EIR is going on, the TraPac,  
15 the possible EIR is going on. There's a Yang Ming  
16 EIR coming. There's an evergreen expansion EIR  
17 coming. There's moving the fruit terminal. There's  
18 this and -- there's a whole cabaret of them coming,  
19 and these cumulative impacts are huge. These  
20 traffic impacts, the air quality, all of these  
21 things, it's not just this project alone, and  
22 somebody's got to look down the road and figure out  
23 what to do about this traffic and this air quality  
24 for all of these projects, and I don't think that  
25 the vision exists, and I don't think that the

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1   billions of dollars exist yet to do it all, and that  
2   has to be taken carefully into consideration when  
3   looking at these alternatives.

4                   And I will leave you with the thought that  
5   we totally support our friends in Wilmington.  
6   People from Wilmington will say that the impacts are  
7   a lot worse in Wilmington than they are in San  
8   Pedro.  Alas, they're right.  But you may consider  
9   if there's fourteen acres available for a potential  
10  larger facility, that that may take the place of  
11  this 25 acres north of the existing B Street.

12                   Thank you very much.

13           COLONEL THOMPSON:  Thank you.

14                   Ken Melendez, who will be followed by  
15  Julie Masters.

16           MR. MELENDEZ:  Can I refer to my map?

17           COLONEL THOMPSON:  Sure.  I can't see it from  
18  here, though, but you can stand over here and talk.  
19  It comes off.  Yeah, you can lift it up.

20           MR. MELENDEZ:  Can everybody hear me okay?

21                   Okay.  It's working.  Let me move this  
22  over.

23           DR. APPY:  Would it be easier to use one of the  
24  slides that the Port put up?

25                   I mean, they can probably put up a slide

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1   like that.

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2 MR. MELENDEZ: Give me another one. One more.  
3 Well, let me --  
4 DR. APPY: You need to see the whole harbor?  
5 Okay. Go back to yours.  
6 MR. MELENDEZ: I want to say, first off, that I  
7 totally agree with everything that Noel Parks said  
8 in regards to our concerns about air quality, our  
9 concerns about traffic, our concerns about noise,  
10 our concerns about all that.  
11 But my biggest concern is something else.  
12 And just real briefly I want to say that for me, as  
13 I look at where TraPac went in -- and if I believe  
14 it was 1987, that it went in here way before that,  
15 but this rail line was there.  
16 So when they went in here, they knew the  
17 rail line was there. So that caused a problem for  
18 the community of Wilmington with the trucks. And  
19 the answer to that is to buy up all this land, this  
20 buffer zone that was here, all these businesses, all  
21 this tax base, eliminate it and now expand for  
22 this -- so they can expand their terminal.  
23 In other words, a problem that they  
24 created needs to be solved by the community of  
25 Wilmington. So I'm concerned about that. There's

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1 something wrong with that for me.  
2 The other issue is -- and I passed this  
3 out -- is that the Mayor -- I'm concerned the Mayor  
4 has a vision -- it's a two-year-old letter, and in

5 this vision he talks about a balance between Port  
6 operations and the communities, these two  
7 communities that, you know, interact with the Port,  
8 San Pedro and Wilmington.

9 He talks about a balance. He talks about  
10 enhancing the quality of life in both these  
11 communities. The problem is it doesn't apply to  
12 this community. That's what I'm concerned about.  
13 Over here they want to move numerous -- I mean, not  
14 numerous. They want to move different Port  
15 operation to make this all -- this eight-mile  
16 stretch very nice for recreation and stuff, and some  
17 of those same things are going to come into here  
18 creating more traffic, more noise, more pollution  
19 for the community of Wilmington. That's the biggest  
20 concern that I have. For me it's an environmental  
21 justice thing.

22 But in addition to that, I want to offer  
23 some alternatives in the sense that -- and before I  
24 do that, if you look at my thing, it shows what's  
25 available on both communities as far as recreational

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1 and stuff.

2 And I got to tell you this, I've attended  
3 a lot of meetings over the last couple years, and  
4 every time that we talk about something in  
5 Wilmington for recreation, we're told you can't do  
6 it because the state Tidelands Trust, but you can do

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7 it over here. What the hell is the difference  
8 between the two communities or the two people?

9 This is a working class latino community.  
10 Does that mean they don't give a shit? These are  
11 the things that get me upset.

12 So in addition to that, if you look at the  
13 CEQA actions on this thing, you'll see what's going  
14 to happen over here and what's going to happen over  
15 here, and it's not pretty.

16 So in regard -- in addition to that, I'm  
17 sorry to repeat myself.

18 On this one page of mine you'll see that  
19 it's a decrease in Port operations, decrease in  
20 train traffic, truck traffic, noise, air pollution  
21 on this community, and I agree with all of that, and  
22 I voted for all of that at PCAC meetings, but what  
23 about Wilmington. It's an increase on all the  
24 things I just mentioned where there's a decrease.  
25 There's something wrong with that.

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1 And last but not least, what could we do  
2 as far as the committee, the Wilmington Waterfront  
3 and Development Subcommittee? Well, we passed those  
4 two motions that you see, saying that we're against  
5 them moving Harry Bridges from where it's at. We're  
6 against the expansion of TraPac, and we're against  
7 anything brought over here, expanding over here that  
8 creates more negative impacts on the community of  
9 Wilmington.

10                   We're not asking anything to move. And  
11   you know, when I -- these three motions were passed  
12   by the full PCAC, by the Wilmington Waterfront  
13   Subcommittee. And the Wilmington Neighborhood  
14   Council passed all these motions.

15                   So I want to emphasize again I support all  
16   of this development then, even the dog park. I  
17   support the dog park.

18                   But doesn't Wilmington deserve some type  
19   of buffer zone between the Port operations and the  
20   community, or we don't, because they're talking  
21   about putting this -- to take the trucks up high  
22   here to come into here, I mean, 30 feet and then  
23   come into here. Picture how that's going to look  
24   and picture the pollution coming from the diesel  
25   trucks up here, like Noel talked about earlier.

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1                   So let me get to just a few suggestions  
2   for alternatives. One of them is this area -- and  
3   I'm not sure if they're talking about this fourteen  
4   acres here, Ralph, but this area here where Conco  
5   Phillips and this other area here where they're  
6   going to move the fruit -- the Harbor Fruit thing,  
7   what about this area in here for expansion? Allow  
8   the rail, which will help get trucks off the road,  
9   and instead of running this thing down, you know,  
10   right up against this neighborhood here, why not  
11   make it a grade separation on John Gibson that goes

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12 up and then feeds into TraPac so they don't have the  
13 rail problem.

14 So that's where -- that's my concerns.

15 And like I say, I have the same concerns that Noel  
16 has, and that's it.

17 COLONEL THOMPSON: Thank you.

18 MR. MELENDEZ: Thank you.

19 COLONEL THOMPSON: Next we'll have Julie Masters  
20 followed by Jessie Marquez.

21 MS. MASTERS: Good evening. My name is Julie  
22 Masters. I'm senior project attorney with the  
23 Natural Resources Defense Counsel, and I'm here  
24 today representing the NRDC, the Coalition for Clean  
25 Air and our more than 110,000 California members.

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1 I'd like to touch upon several of our most  
2 serious concerns today, and then we will submit  
3 written comments covering all of our concerns.

4 First, while it's not at all clear in the  
5 NOP, our understanding is that the Harry Bridges  
6 Boulevard isn't just being relocated, it's being  
7 expanded to create a truck highway. In fact,  
8 several lanes of truck traffic will be added to that  
9 boulevard, and all of this truck traffic will be  
10 moved right next to many residents of Wilmington.  
11 As a result, there will be a substantial increase in  
12 truck traffic, cancer risks from diesel exhaust and  
13 many other diesel-related health risks such as asthma  
14 and other respiratory illnesses.

15           The EIS/EIR needs to assess and mitigate  
16 all of these risks, and it's clearly not enough just  
17 to mitigate the noise impact by building a berm.  
18 And, in fact, as you know, the berm actually has  
19 additional impacts on the community.

20           More importantly, CEQA and NEPA also  
21 require you to look at alternatives to the expansion  
22 and relocation of Harry Bridges Boulevard by  
23 significantly reducing truck traffic and making it  
24 unnecessary. These include ships, more containers  
25 by rail to reduce truck traffic and pollution,

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1 instituting efficiency measures of TraPac and  
2 possibly even putting a limit on the number of  
3 containers each terminal can handle, given that the  
4 existing level of truck traffic, pollution and  
5 health risks already are overpowering to the  
6 Wilmington and San Pedro communities.

7           Second, as I've seen in virtually every  
8 NOP I've read coming out of the Port and the Corps  
9 these days, the purpose of the project has been  
10 incorrectly defined. We completely disagree that --  
11 this catch phrase seems to have been designed to get  
12 out of having to mitigate harmful impacts or adopt  
13 less harmful alternatives.

14           In reality this project will add 68 acres  
15 of backland and a new wharf. And simply put, the  
16 sole purpose of the project will be to increase



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17 container cargo through the Port. It is not going  
18 to make existing cargo movement more efficient, and  
19 that should be reflected in the EIS/EIR.

20 Third, we don't see environmental justice  
21 impacts among the impacts that will be addressed in  
22 the EIS/EIR. And as you know, both TraPac and Harry  
23 Bridges Boulevard are right next to the community of  
24 Wilmington.

25 According to the census, the population of

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1 Wilmington already is overburdened by pollution --  
2 excuse me -- and environmental hazards generated by  
3 two ports and several nearby refinery operations  
4 and the environmental justice impacts that are  
5 caused by the construction and operation of this  
6 project.

7 Fourth, given the tremendous amount of  
8 diesel exhaust that will be generated by the ships,  
9 trucks and yard equipment that will service it and  
10 the fact that diesel exhaust causes 70 percent of  
11 cancer risk faced by Californians, the EIS/EIR  
12 should include a full health risk assessment.

13 Fifth, this terminal, like all other new  
14 and improved port terminals, should implement the  
15 mitigation measures adopted as the Port of  
16 Los Angeles China Shipping Settlement.

17 These measures now define what is  
18 feasible. These include the use of alternative yard  
19 tractors, low sulfur diesel fuel, particulate

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20 filters in all other equipment.

21           The EIR must also adopt other mitigation  
22 measures until the impact of the project are reduced  
23 to insignificant, such as the looking at the use of  
24 low sulfur diesel fuel used by ships, that should be  
25 looked at, truck emissions, traffic reduction

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1 measures and the impacts of this.

2           The public hearing notice states that the  
3 primary Federal concern is the dredging and  
4 discharging of materials. This project also  
5 includes construction of a new wharf, and together  
6 it is the dredging and the wharf that will enable a  
7 significant increase in operations of this terminal.

8           Under these circumstances NEPA requires  
9 the Corps to analyze in the EIS the impacts of these  
10 operations in the EIS independently of the Port.

11           Finally, I'd like to echo the comments of  
12 Noel Park. A study of the community impacts does  
13 not just mean looking at other current projects like  
14 China Shipping. It means looking at the overall  
15 amount of traffic already coming from the Port and  
16 the gridlock conditions projected for 2010 and  
17 deciding whether another project is even feasible,  
18 given that the current cancer rates are greater than  
19 anywhere else in Southern California and considering  
20 whether another diesel ship or truck is feasible or  
21 smart. That's what the EIR/EIS needs to look at.

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22 Thank you very much.  
23 I'm also going to give you probably  
24 another CAL MATES-II study just so that it's in the  
25 record. Thank you.

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1 COLONEL THOMPSON: Thank you.  
2 Jessie Marquez.  
3 MR. MARQUEZ: I'd like to thank the Corps for  
4 coming here. It makes it very beneficial for us to  
5 be able to -- I just want to thank the Corps for  
6 being here in this community.  
7 Often times many different types of  
8 building agencies do have public scoping meetings  
9 and public hearings, and we're not able to attend  
10 because it's not easy access for us.  
11 But I'd also like to recognize Josh Burnam  
12 because he is our contact, so I'd like to give him  
13 thanks.  
14 MR. BURNAM: Thank you.  
15 MR. MARQUEZ: I'd like to begin by stating that  
16 the U.S. Army Corps of Engineers, mandated by law --  
17 is mandated by law to evaluate all aspects of a  
18 project which have a negative environmental or  
19 health impact on the public or the community where  
20 the Port of Los Angeles resides.  
21 In essence, you're required by law to  
22 prepare a scorecard which lists the good or positive  
23 benefits and the bad or negative benefits or  
24 aspects. You are also required by law to reject a

25 permit request when there is an overwhelming amount

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1 of issues and negative environmental and health  
2 impacts. You cannot approve a project just because  
3 it has an economic benefit, just because it may  
4 create some more jobs or because a private company  
5 states that it needs to expand.

6 In the past that is what's happened.  
7 Those three items have been the basis for approving  
8 a permit. Even if you look at your own documents or  
9 the documentation that's been prepared and submitted  
10 by the Port of Los Angeles which lists the  
11 environmental factors potentially affected, there  
12 are seventeen categories. Fourteen out of those  
13 seventeen categories already state that there is at  
14 least one potentially significant impact. This  
15 alone is a basis to reject the permit  
16 notwithstanding anything else. This is the  
17 seventeen responsibility.

18 Dr. Ralph Appy mentioned about the health  
19 risk assessment. Well, our organization and many  
20 others have had opportunities to review the Port's  
21 and other organizations' and entities' health risk  
22 assessments.

23 As far as we, the public and community,  
24 are concerned, we have no vote of confidence in that  
25 reliability and data in those health risk

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1 assessments. Often times they'll come out with  
2 maybe 1.2 percent or 1.2 more persons may die of  
3 cancer. We want something more specific. We  
4 request and want a mortality study to be performed  
5 within ten miles of the Port of Los Angeles and the  
6 TraPac facility. We want it to be project-specific.  
7 We don't want computer modeling based on some other  
8 data. We want accurate data based on the impact on  
9 our community. We want to have a public health  
10 survey.

11 How can you say there is no impact if  
12 you've not done a public health survey to determine  
13 how many people are sick?

14 A public health survey will reveal how  
15 many people have asthma, how many people have  
16 sinusitis, how many people have allergies, how many  
17 people have lung cancer. Those are the statistics  
18 we need to see, because those and this data provides  
19 a baseline. In the future you can then do the same  
20 survey and determine whether any of these  
21 mitigations reduced this affect or did any of these  
22 supposed projects improve the efficiency or not.  
23 Well, these types of studies will review that type  
24 of data.

25 In addition to that, we want to have a

1 morbidity study that gets into more detail of the  
2 types of sicknesses. In addition to that, we want  
3 to see some epidemiological studies, because we have  
4 been affected by diesel fuel emissions from the  
5 different trucks that go here, from the various  
6 operating equipment as well as the ships that come  
7 into port.

8           We have also been told that many of the  
9 shipping lines and companies do not want to use more  
10 efficient ships because they're not available.  
11 Well, we know for a fact that's not true. Allengie  
12 ships travel throughout the world using Allengie  
13 fuel that does not pollute. There is a new cruise  
14 line out of New York where that ship's engine is a  
15 new technology which eliminates over 90 percent of  
16 particulate matter and any other type of hazardous  
17 effects. It exists. There is a smoke bag  
18 technology that can be applied on every smoke stack  
19 on every ship which will reduce particulate matter  
20 and other hazardous chemicals by as much as 70  
21 percent or more. That exists today.

22           We are already witnessing the different  
23 health impacts in our community. We did a community  
24 survey two years ago. Over 50 percent of all  
25 Wilmington residents' families had someone sick with

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1 asthma or some type of respiratory illness since the  
2 Port of Los Angeles.

3           As of today, we know there are over 42,000  
4 diesel trucks going into the Port and hundreds of  
5 ships going out. It is a major contributor to our  
6 health problems.

7           So all things being fair, why should the  
8 public and why should our community bear the burden  
9 of health care costs. All of you who live here in  
10 the Los Angeles area have seen all the headlines in  
11 the newspapers and radios and televisions stating  
12 all of our County medical facilities are in a dire  
13 financial straight right now.

14           Martin Luther King, Drew Hospital, Harbor  
15 General right here, Long Beach Memorial have all had  
16 to cut back as many as 60, 70 medical doctors and  
17 other personnel.

18           Well, we also believe that the polluters  
19 should also pay their equal share of what needs to  
20 be fixed.

21           We have public health problems here;  
22 therefore, we request as part of the mitigation that  
23 a public healthcare trust fund be established at ten  
24 million dollars per year so that residents who do  
25 not have public health insurance can use some of

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1   these funds, so that County hospitals can also tap  
2 into these funds so the services can be provided for  
3 our community.

4           To address some of the other environmental

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5 impacts, we request that a public environmental care  
6 trust fund also be established and that it also be  
7 funded at ten million dollars.

8 We are often told that the Port's hands  
9 and the terminal operators' hands are tied in terms  
10 of what can be done with diesel trucks. Many things  
11 can be done. There is the Harbor Gateways Tram, but  
12 there are other things that can also be done.

13 The Port as well as TraPac can also put up  
14 a truck loan fund, say for example, ten million  
15 dollars at a low interest rate of two, three percent  
16 so that truck owners can purchase a new truck or  
17 more modern truck so that they can get rid of the  
18 older polluting trucks.

19 The Port as mitigation can also fund  
20 without strict requirements adding some type of  
21 catalytic converters to any types of trucks or  
22 oxygenation catalysts or any types of particulate  
23 traps that exist for different types of trucks and  
24 vehicles since we know there are alternative fuels  
25 available.

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1 The State of California is the fifth  
2 largest economy in the world. We've also been told  
3 and we've also heard from many of the different  
4 shipping companies throughout the world that do  
5 business out here that they don't have to comply  
6 with our requirements. Well, the truth of the  
7 matter is we are Californians. We are residents of



8 California. We are taxpayers of California as well  
9 as the United States. We can demand certain things.

10 If you want to do business with the fifth  
11 largest economy in the world, then you can meet us  
12 on some of our terms, and that means converting your  
13 ships to less polluting ships as well and using more  
14 modern ships. Other things can be done as well.

15 There are always big, huge utility costs  
16 incurred by the public that we're required to fund.  
17 A good example of that is expansion of the Long  
18 Beach Freeway. We are told to expand the Long Beach  
19 Freeway because of congestion of the traffic. Most  
20 of that congestion is due to trucks.

21 When they had the truck longshoremen's  
22 lock-out a long time ago, you could actually drive  
23 through the Harbor Freeway, the Long Beach Freeway,  
24 the 405 Freeway, the 95 Freeway, and there was  
25 almost no congestion. Accidents decreased about 90

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1 percent.

2 But we're being told that the public  
3 should pay the three to five million dollars. No.  
4 The public is not responsible for that three to five  
5 million dollars.

6 If the Port wants to expand, if TraPac  
7 wants to expand, if shipping companies want to use  
8 this port, then they can pay for the freeway  
9 expansion.

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10 But if you remember, ten years ago we had  
11 the Alameda Corridor Project. Government agencies  
12 stood here, the Port stood here, many other  
13 organizations stood here and said that would be the  
14 answer to our prayers, that would eliminate truck  
15 congestion that would be driving through our  
16 community. Well it did not.

17 The community asked that trucks go  
18 inside -- truck lanes be built into the Alameda  
19 Corridor Project. They did not listen to the  
20 community, so it was not included.

21 We asked the trains be electrified, and  
22 they were not, and we're still faced with that  
23 dilemma.

24 My last closing statement will be that we  
25 asked TraPac an important question and that we get

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1 an answer: Do you have any other terminals? They  
2 said yes. They have a terminal in Oakland,  
3 California, and they recently closed their Seattle,  
4 Washington terminal. So they don't have to expand  
5 here in Wilmington. They could have kept their  
6 Seattle, Washington facility open. And they also  
7 are looking at a New York terminal facility as well.  
8 That is another option for their proposed expansion.

9 Our organization will also be submitting a  
10 written public comment, but because of our short  
11 notice we will not have it ready for tonight, but we  
12 will deliver it before the deadline. I thank you

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13 for your time.

14 COLONEL THOMPSON: Thank you.

15 We will now take a ten-minute break. If  
16 you would like to speak tonight, you'll need to fill  
17 out a speaker request card. Please submit one to  
18 Mr. Burnam during the break.

19 Thank you.

20 (Recess was taken.)

21 COLONEL THOMPSON: We'd like to begin the second  
22 session, please.

23 Our first speaker will be Kathleen  
24 Woodfield followed by Raul Orozco.

25 MS. WOODFIELD: Good evening. I wasn't

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1 expecting to be called first, so I thought I still  
2 had some time.

3 I want to first say I've come to many,  
4 many of these, but I've never had PCAC behind me.  
5 Ken Melendez mentioned three motions that were  
6 passed by the PCAC with regard to this particular  
7 project. I'm not sure Ken submitted those motions  
8 for the record. I will submit them for the record.  
9 I wanted to read them to you.

10 The Wilmington Waterfront Subcommittee  
11 recommends to PCAC that PCAC recommend to the board  
12 of Harbor Commissioners that it support Wilmington's  
13 opposition to the expansion of terminal operations  
14 on the Wilmington Waterfront that increases noise,

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15 truck traffic, rail traffic, pollution, blight or  
16 any other negative impacts on the Wilmington  
17 community.

18 And as we saw on the screen, all of those  
19 impacts are mentioned by the Corps, and that was  
20 passed. It was seventeen ayes and two noes and  
21 three extensions, and there's other supporting  
22 motions. So the PCAC has taken a position on this,  
23 a very strong position.

24 I wanted to also say that the B Street  
25 realignment project, one that I find quite offensive

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1 personally due to environmental justice reasons,  
2 defines itself as an east-west major highway for  
3 industrial traffic, and it places itself at the very  
4 perimeter of the newly purchased property by the  
5 Port which is very close to Wilmington community.

6 What actually happened -- because I called  
7 the AQMD and said, "Well, how is it possible that  
8 you can have an industrial source like this so close  
9 to the community of diesel exhaust, which is a toxin  
10 which causes cancer and other types of illnesses?"

11 And they said, "Well, normally there's a  
12 buffer. You know, you have your industrial uses and  
13 then you have your promotional uses and business  
14 uses. In this case the Port purchased that buffer.  
15 They purchased the natural buffer that exists, land  
16 planning over the years. And they are wanting now  
17 to turn that into industrial use and bring it right

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18 up against the Wilmington community, right to its  
19 front door with only a wall or berm to protect them  
20 Well, we know that the air, the diesel  
21 exhaust from those -- from that major highway for  
22 industrial traffic is going to be going over that  
23 berm and landing on the laps of the children who are  
24 living in that community. And that is a low-income  
25 community, so that most definitely is an

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1 environmental justice issue. This community -- and  
2 I speak of both Wilmington and San Pedro, and even  
3 Long Beach, we are tired of taking on the burdens  
4 and the costs of this industry, and we feel it's  
5 time for the industry to take on the costs, their  
6 own cost.

7 I just want to say one last thing. I  
8 think it is a breach of common sense to have ten  
9 expansion projects at the Port of Los Angeles when  
10 there is no traffic infrastructure to support it.  
11 And I think it is a breach against human dignity and  
12 quality of life to have millions of trucks idling on  
13 this insufficient traffic infrastructure, spewing  
14 toxic diesel exhaust into the community. This is  
15 not acceptable, and at some point somebody needs to  
16 have the common sense to put their foot down and not  
17 allow it to happen.

18 Thank you.

19 COLONEL THOMPSON: Thank you. I apologize if I

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20 mispronounce your names here, but I'm doing the best  
21 I can.

22 Raul Orozco followed by Skip Baldin.

23 MR. OROZCO: Yeah, good evening. My name is  
24 Raul Orozco. I am a resident here in Wilmington. I  
25 live here in this neighborhood for 26 years. My big

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1 concern, just like everybody here that spoke --  
2 Noel, Ken, Julie, Jessie -- is the same concerns,  
3 air quality, traffic, lack of open space for our  
4 youths, for our seniors, the blight that the -- that  
5 the Port has generated from their facility.

6 To me, it seems kind of ridiculous that  
7 they're asking to expand when they don't even take  
8 care of what they have right now.

9 You drive through there. It's big,  
10 blight. It's awful drive. The streets that we used  
11 to drive right by there is the same streets that the  
12 trucks use.

13 There is hardly any greenery here in  
14 Wilmington. There's a little bit more in San Pedro.

15 As far as environmental justice, to me it  
16 seems almost like a joke. There is no such thing.  
17 Up to this point I haven't seen it. The residents  
18 of Wilmington haven't seen it. There is no access  
19 to the waterfront, very little.

20 So I'm very opposed to any expansion the  
21 Port has.

22 Also, I'd like to point out that there was

23 a study -- ARB study done last year. It was a  
24 twelve-month study done in Wilmington Park  
25 Elementary School where they found of 65 chemicals,

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1 26 cancer-causing, 39 other toxic, and this is --  
2 this is this last year.

3 Now, the Port wants -- it's expanding  
4 three times its size pretty soon, so this is three  
5 times more of those chemicals.

6 Also, I'd like to point out that the Port  
7 of Long Beach is -- has fifteen new projects as well  
8 that they want to -- they're thinking about.

9 So like the lady that just spoke, she just  
10 said that the infrastructure, the freeways, they  
11 were -- it's so long ago that we can't handle this  
12 traffic congestion.

13 It's very horrible to drive down the 710.  
14 I had to take a different route, had to take the  
15 streets. Trains were really also a concern of mine.

16 But basically we're just sick and tired.  
17 We prefer for the port not to expand. And from  
18 everybody that spoke up here, that's the same thing  
19 that you hear.

20 So please, just take this in  
21 consideration, and hopefully we can finally get some  
22 environmental justice done for Wilmington and San  
23 Pedro.

24 Thank you.

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25 COLONEL THOMPSON: Thank you.

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1 Skip Baldin followed by Rudy Torres.

2 MR. BALDIN: Good evening. I am Skip Baldin,  
3 Wilmington Citizens' Committee, and I have some very  
4 brief comments. My comments are referring to Page 5  
5 of the public scoping notice of November 5th.

6 Issues: Item E, potential for noise  
7 impacts. Item H, potential impacts on public health  
8 and safety. Item I, cumulative impacts.

9 Phase I, the TraPac expansion has been  
10 going on over a period of past years as businesses  
11 have been moved out of the TraPac Terminal area  
12 north into Wilmington community to accommodate this  
13 TraPac expansion.

14 Come into Wilmington community. These  
15 business have been exempted from CEQA and EIRs and a  
16 whole host of regulations designed to protect the  
17 population.

18 The noise, air pollution and other  
19 cumulative impacts are being suffered by the  
20 Wilmington community now. I request that these  
21 problems already created by the TraPac expansion be  
22 fully explained under alternatives Item B,  
23 non-shipping use, Harbor. I request that the Polo  
24 Park plan, which has already been submitted for the  
25 use of 250 feet of the land between B and C Streets,

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1 be evaluated on the basis of being a full 500-foot  
2 wide due to the fact that TraPac expansion has  
3 already occurred and the problems it has caused.

4 The westerly end of the Popolas Polo Park  
5 is at Mar Vista leaving a full block for the  
6 Figueroa and B Street intersection.

7 Also, in addition, I would comment that  
8 the Alameda Corridor, which has been brought up  
9 tonight, I would like to see it evaluated again,  
10 because we were promised that this would be a truck  
11 as well as a rail corridor.

12 We fully understand the fact of lawsuits  
13 and so forth and so on, but since they're going to  
14 the extreme in the 710 Corridor area, we think that  
15 the Alameda Corridor should actually be finished.

16 Thank you very much for your time.

17 COLONEL THOMPSON: Thank you. Rudy Torres  
18 followed by Frank O'Brien.

19 MR. TORRES: Good evening. My name is Rudy  
20 Torres. I live in Mar Vista track. I'm the block  
21 captain of Linden Street, and I just wanted to let  
22 you know that TraPac has brought their business to  
23 my door. They bring their trucks to my door. They  
24 bring their drivers to my door.

25 "Please, move your cars. I've got to get

1 through. I've got to go down here. I've got to  
2 pick up a load. Move your car. "

3 I don't appreciate that kind of business.  
4 I'm a taxpayer. I'm a concerned resident. I have  
5 children. I have one daughter with asthma.

6 I don't appreciate trucks knocking down  
7 power lines, getting stuck and keep knocking on my  
8 door, knocking on my neighbor's door.

9 Julie Juan brought this issue up with the  
10 Wilmington Neighborhood Council. Something's got to  
11 be done. TraPac has taken an inch. They're taking  
12 more than an inch. They're taking a mile. I'm  
13 asking you to stop the expansion. They're hurting  
14 people's lives. They're hurting people's dreams.  
15 Just leave us alone.

16 Thank you very much.

17 COLONEL THOMPSON: Thank you. Frank O'Brien  
18 followed by Bill Schwab.

19 MR. O'BRIEN: Good evening. I'm a member of the  
20 Port Community Advisory Committee, and I'll be  
21 providing our comments through the designated PCAC  
22 Subcommittee.

23 I wanted to say at the outset that a  
24 template has been developed or proposed by the Port  
25 environmental staff for processing EIR'S, and I

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1 think that provides a good road map for resolving  
2 many of the issues that have been identified

3 tonight.

4 I would like to address specifically two  
5 issues that I'll be giving my input to to the PCAC.  
6 And the first relates to an evaluation of  
7 alternatives to the project. And there's a process  
8 in place right now, and a design firm has been hired  
9 by the Port and designated to the PCAC for  
10 development of alternative -- possible alternatives,  
11 especially on the B Street and C Street Corridor,  
12 and I think that's the appropriate way for a formal  
13 well thought-out alternative to be presented and  
14 evaluated.

15 The second point relates to cumulative  
16 impacts from port operations on the Wilmington  
17 community with respect to land use.

18 "Cumulative" is not simply currently  
19 contemplated projects. It's the past totality of  
20 projects.

21 And when the TraPac people made a  
22 presentation, they raised a very interesting side  
23 point, and that is, due to their limited amount of  
24 land at their container facility, they charge a  
25 premium for empty containers.

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1 Because they charge a premium for empty  
2 containers, the container owners are forced to  
3 seek -- economically are forced to seek alternative  
4 locations for storage of their empty containers.  
5 That results in conversion in Wilmington of land for

6 storage of empty containers.

7 This represents an example of the off-port  
8 impacts that occur from Port operations. And so  
9 the -- the environmental impact report and the EIS,  
10 as I'll be working through the PCAC, should  
11 evaluate, among other things, cumulative impacts of  
12 land use in Wilmington.

13 Thank you.

14 COLONEL THOMPSON: Thank you. Bill Schwab  
15 followed by Eddie Greenwood.

16 MR. SCHWAB: I just wanted to say I've been  
17 active in this community for going on 20 years with  
18 my wife, Gertrude Schwab, and we've been to a lot of  
19 meetings in this community and other communities.  
20 We were fighters to get the Coke facilities over in  
21 Terminal Island, the new one that they built over  
22 there, to be covered, and they were covered, and now  
23 they went bankrupt.

24 Well, anyway, I'm changing the subject.  
25 Today I went over to Terminal Island about

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1 11:00 o'clock, and I could see they have -- along  
2 Henry Ford there they have windsocks, and you could  
3 see the direction of the wind, and the wind was  
4 blowing right into Wilmington where the Wilmington  
5 Park School is, over there where the minority poor  
6 live.

7 And as I got to the bridge, from the

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8 Desmond Bridge all the way over to Henry Ford stop  
9 sign there they have on Ocean, trucks were  
10 gridlocked. They were idling, so you wonder where  
11 the fumes were blowing, right into Wilmington Park  
12 School.

13 What gets me, we want to get bigger and  
14 bigger with the Port. At one time we used to call  
15 it L. A. Harbor.

16 When I was a kid selling newspapers here  
17 on the waterfront in the thirties -- that was  
18 World War II when I became a merchant seaman, but  
19 anyway, what happened, the Port ate up the harbor.  
20 There's no harbor left.

21 You know the difference between a port and  
22 a harbor? A harbor is a whole enchilada. The Port  
23 is where the ships come in and load the cargoes and  
24 unload cargoes. That's the Port. But there's no  
25 more harbor, very little if there is.

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1 Well, anyway, I would just like to say  
2 it's kind of odd tonight would be the eve of my  
3 wife's birthday. She was born about two blocks from  
4 here. Tomorrow would have been her birthday, like I  
5 say.

6 She was a fighter for environmental  
7 justice. She died of lung cancer. She wasn't a  
8 smoker. She lived in Wilmington all her life. And  
9 one of her last words she was telling me, "I don't  
10 want to die here."

11 Thank you.

12 COLONEL THOMPSON: Thank you. Eddie Greenwood  
13 followed by Donna Ettyington.

14 MR. GREENWOOD: Good evening, Colonel Thompson,  
15 Joshua, Corps people.

16 Question: You push that button pretty  
17 quick, pal. The question is, can I be granted just  
18 a few more minutes than three?

19 My name is Eddie Greenwood. I'm a  
20 Wilmington Neighborhood Council, Labor  
21 Representatives, and that very offset at a minimum,  
22 there are 5100 longshoremen in the union I'm  
23 directly involved with, part of the Northwest  
24 Wilmington Community Group, and so if you would  
25 grace me a few additional minutes, I'd appreciate

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1 it.

2 COLONEL THOMPSON: Well, what I'd like to do is  
3 we'll go for the three minutes, and at the end, if  
4 you would like to come back, I will let you do that.

5 MR. GREENWOOD: That would be fine.

6 So can you reset it for me for the three  
7 minutes? Thank you.

8 Okay. First of all, I have pro and con.  
9 I'm going to try and stay specific to the scoping,  
10 because that's what you want to hear.

11 I'm a community resident, 43 years old.  
12 I'll be 44 on the 11th of November. I was born here

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13 locally. I purchased a home here locally, and I  
14 have five children that I'm raising in this  
15 community.  
16 In addition to that, I work in the Port.  
17 I'm a longshoreman. Attached to that I belong to  
18 the union, Local 13. I work in the Port, and I've  
19 worked at all the terminals within the Port.  
20 So there are mixed emotions about this,  
21 but there is the truth. And when you speak the  
22 truth, and as you do your evaluation and scoping,  
23 you assess the truth. The only thing that can come  
24 back to you is the truth.  
25 So with that, I want to comment on Ken

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1 Melendez's thoughts when he spoke to the letter that  
2 was dated August 9th, 2001.  
3 And in the first paragraph from the Mayor  
4 and directed to the Board of Harbor Commissions it  
5 says -- I'm just going to take it straight out of  
6 there.  
7 It says, "The residents who are its  
8 immediate neighbors" -- and they're reflecting to  
9 the Port -- "must not suffer the negative  
10 environmental effects that can result from the  
11 activities at the Port."  
12 On the second page, in closing on the top  
13 paragraph at the very end, it says, "Have been  
14 obeyed, all City procedures followed and all adverse  
15 impacts upon the communities mitigated."

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16                   In the following paragraph it says,  
17   "Creating balance in the communities in Wilmington,  
18   Harbor City and San Pedro so that the quality of  
19   life is maintained and enhanced by the presence of  
20   the Port. "

21                   And then it goes to lead to an example.

22                   At the very end before he signs his name,  
23   Mayor James Hahn, it says, "But is a good neighbor  
24   as well. "

25                   I think it's critical that this letter

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1   that Ken brought up, the comments that Jessie  
2   Marquez made as a leader in this community and as a  
3   visionary, with respect to health study, I think the  
4   health study should be done in this community. I  
5   think -- I'll name the points quickly, but you have  
6   them there in front of you -- is the buffer zone to  
7   the community and open space for broad public use  
8   for all of Californians, mitigation to use so that  
9   it would fall under the Tidelands Trust Act, because  
10   there are other outside areas outside the scope that  
11   can be used besides just expansion and some of those  
12   have been proposed to the Port, mitigation to the  
13   adjacent community if the air quality, noise,  
14   pollution and encroachment into the community of  
15   Wilmington, health and safety issues, Homeland  
16   Security issues, emergency access that would be off  
17   of Avalon Boulevard, Frees Avenue and Figueroa, the



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18 concept of the terminal operators to use a  
19 fibulotalar, improvement to the existing services at  
20 TraPac because there's very uneven service on the  
21 existing terminal.

22 Do you want me to come back afterward?

23 COLONEL THOMPSON: We'll come back again.

24 Thank you.

25 MR. GREENWOOD: That will be fine.

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1 COLONEL THOMPSON: Donna Ettyington followed by  
2 Gary Kern.

3 MS. ETTYINGTON: Good evening.

4 I know most of you, everyone but the  
5 transcriber here. I'm Donna Ettyington, the Chair  
6 of the Wilmington Waterfront Development  
7 Subcommittee, part of the PCAC, and I would like to  
8 submit the committee's motions that they're  
9 referring to and also a statement that the  
10 subcommittee gave at the October 16th PCAC  
11 subcommittee meeting and the photos that  
12 substantiate a lot of the blight that everybody is  
13 referring to here and read a couple of comments  
14 here.

15 The community of Wilmington has been  
16 trying to ward off the negative impacts of the Port  
17 for a decade, and I think that you'll see from the  
18 documents that we're pretty much losing the battle.  
19 We understand the value of the Port and the need for  
20 growth, but Wilmington has given up so much land to

21 Port operations that there's nothing left to work  
22 with. There's nowhere to build parks or schools  
23 without sacrificing more homes and businesses.  
24 So to ask the community to give up another  
25 25 acres that serves as a buffer between Port

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1 operations and residential areas and replace it with  
2 another truck route and container terminal  
3 operations does seem unreasonable to this community.

4 I believe most of us understand TraPac's  
5 needs for efficiency and to accommodate future  
6 demand, and we want to be sure that these needs are  
7 met while at the same time considering the  
8 community's needs.

9 We would like to ask Port staff to  
10 evaluate a southerly expansion to reduce the amount  
11 of acreage needed in the community and the potential  
12 reconfiguration of the proposed site plans that will  
13 still allow TraPac to maintain operations and move  
14 the truck cueing lines into the terminal.

15 In conjunction with this evaluation, we  
16 would like to have the EIR evaluate any  
17 modifications to the road realignment and expansion  
18 that may be recommended in the design concept  
19 currently being developed by SMMM, which we  
20 anticipate to be a cumulative effort of the  
21 community, TraPac, the Port and the Port's  
22 transportation consultants.

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23 We would like to have the Port's staff  
24 evaluate the benefits and impacts to the community  
25 in regard to truck and rail traffic with extended

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1 day hours and 24-hour operations.

2 In regard to the terminals increase in  
3 rail cargo, will the Port staff please evaluate the  
4 cumulative impact on at grade rail crossing to and  
5 from the TraPac terminal for the Alameda Corridor  
6 Railway and other L. A. and Long Beach terminals.

7 Would Port Staff please discuss some  
8 method that TraPac might use in controlling the  
9 routes that the terminals modal carriers use to and  
10 from the terminal and their destination within the  
11 Wilmington community.

12 Please evaluate emergency vehicle access  
13 in regard to any street corridor that will be  
14 created along their business, any relation to a  
15 Homeland Security or other local disaster.

16 Please evaluate the benefits of running  
17 Harry Bridges through a minimum five-foot-deep  
18 trench in terms of noise and diesel emission  
19 reductions.

20 And I think I have to work a little more  
21 on that last comment, whether the road is realigned  
22 or not realigned.

23 Thank you.

24 COLONEL THOMPSON: Thank you. Gary Kern  
25 followed by Robert McKoy.

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1 State which panel.

2 MR. KERN: My name is Gary Kern, executive  
3 director for the Wilmington Jaycee Foundation.

4 I attend several meetings a month to deal  
5 with the community and the Port.

6 A consulting group by the name of SMM has  
7 a contract with the Port. They're working with the  
8 Wilmington Waterfront Development Committee, which  
9 is the subcommittee of PCAC.

10 For several committee meetings they have  
11 been able to build some consensus on certain issues  
12 dealing with the TraPac expansion. I would like to  
13 have their reports, alternatives and findings made  
14 part of the record for this NOP.

15 Thank you.

16 COLONEL THOMPSON: Thank you.

17 Robert McKoy followed by Ernesto Nevarez.

18 MR. MC KOY: Is it possible to get that slide  
19 back up here?

20 COLONEL THOMPSON: The overall view?

21 MR. MC KOY: The one that had that Union Ice on  
22 it.

23 Good evening. My name is Robert McKoy.  
24 I'm a member of the PCAC. I'm also part of the  
25 Wilmington Waterfront Advisory Committee, president

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1 of the Wilmington Chamber of Commerce and the  
2 general manager of the Union Ice site that you see  
3 there.

4 I'm here to speak as a concerned for the  
5 community of Wilmington but also to support the jobs  
6 the expansion will create for the terminal and the  
7 community.

8 Wilmington has been affected for many  
9 years because of Port activity and unfortunately  
10 port-related activity. All the dispatching that's  
11 done for all of the areas is done out of Wilmington.  
12 It creates hardship because of the traffic and the  
13 problems related to that.

14 All of the parking and the truck traffic  
15 that comes through Wilmington, the truck repair has  
16 a dramatic impact on Wilmington. The infrastructure  
17 of the streets weren't designed for the type of  
18 traffic, the volumes of traffic that we have.

19 So unfortunately when a train comes across  
20 and blocks Anaheim, the trucks take detours through  
21 our community and through our neighborhoods.

22 The expansion of TraPac is not going to  
23 have a devastating effect either for or against  
24 Wilmington. The continued Port development and  
25 expansion of the Port even without that terminal is

1 going to continue to effect the community.

2 I would like to see the expansion of the  
3 Port and terminal areas that would allow for  
4 creation of efficiency, allow the Ports to handle  
5 the traffic in a more efficient manner to eliminate  
6 some of the impact in the community.

7 The funds that they generate, that can be  
8 used to offset and mitigate the problems with diesel  
9 emissions, would be very beneficial.

10 I've been asked for many years by my  
11 father, my boss now, is Wilmington getting better or  
12 worse?

13 And I always just shrug my shoulders and  
14 say I don't really know.

15 I think there's an opportunity for it to  
16 get better. I think we need a balanced approach. I  
17 would support the expansion of the terminals if you  
18 look at an overall comprehensive plan for the  
19 community that would allow long-term planning to  
20 improve the conditions that now exist.

21 We're not going to eliminate them all in  
22 one fell swoop. We're not going to fix them today  
23 or tomorrow. I think it's been building for many,  
24 many years. I think it's a solution that's going to  
25 take many years.

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1 But as we look at these projects, they're  
2 likely to be a part of an overall comprehensive plan  
3 that will eliminate the problems of blight and the

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4 traffic that effect your community.

5 Thank you.

6 COLONEL THOMPSON: Thank you. Ernest Nevarez  
7 followed by Victor Macias.

8 MR. NEVAREZ: Okay. My name is Ernesto Nevarez,  
9 and I was born in San Pedro in 1958 in the old  
10 Semonade tract, and thanks to the harbor or the  
11 Vincent Thomas Bridge, no longer live there.

12 A few problems and bring up the past a  
13 little. One thing is a number of the Wilmington  
14 Homeowners' Organization, we participated in a Port  
15 Haz-Mat plan back in the early nineties -- no.  
16 Mid-eighties -- where the harbor put up a  
17 footprint -- I mean put up a plan on the use of  
18 Haz-Mat facilities and this TraPac expansion, will  
19 it expand the amount of Haz-Mat coming through, and  
20 I want to know if that's going to effect the master  
21 plan put in place in the late eighties.

22 Secondly, the Alameda Corridor. I  
23 remember, you know, it first being mentioned in the  
24 mid-eighties at the Port, and I remember the  
25 community of Wilmington being sold on it because it

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1 was going to be rail lanes, rail lines next to truck  
2 lanes to get all the trucks -- so we were sold on  
3 the idea, support the Alameda Corridor. And now we  
4 look at it, where are the truck lanes? They're  
5 gone. Somehow they fell off the planning once they

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6 got the approval.

7 Another thing to look at is the Nitsui  
8 Yard, the yard of the historic Dome Truckers' strike  
9 of 1993 northeast of Bridges and Figueroa.

10 My memory -- according to my memory,  
11 somewhere along the line I heard that yard used to  
12 belong to the City and was deeded to the Port with  
13 conditions that did not become a part of the Port  
14 but only be used to offset the truck traffic in  
15 Wilmington. So I think we have to look at that  
16 deed.

17 Quickly now, because the yellow light's  
18 on, the Loewenthal Field, what happened? TraPac put  
19 all the trucks inside the harbor. There are no  
20 trucks waiting outside in line. Where? At the site  
21 of the Loewenthal Field.

22 But when it comes to the EIR, they're  
23 going to say those 10,000 trucks that come to our  
24 facility are not in our terminal, they're outside,  
25 staging, waiting to come in. They're going to try

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1 to have their cake and eat it too.

2 We need efficiency, national security.  
3 They claim these 10,000 trucks are independent  
4 contractor, owner-operator, self-employed business  
5 people when in fact there are modal carriers who  
6 have the interchange to go in the harbor. I think  
7 we ought to follow -- pay attention to the misuse of  
8 independent contractors.



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9 I believe that any EIR has to take into  
10 account the underground economy in Wilmington, which  
11 is a lot stronger than mainstream economy.

12 Thank you.

13 COLONEL THOMPSON: Thank you.

14 Victor Macias followed by Janet Gunter.

15 MR. MACIAS: Hi. Good night, everybody. My  
16 name is Victor Macias Captain representing the  
17 Southwestern Union's Local 8.

18 And everybody talk about business, jobs,  
19 expansion, everything, but we don't talk about the  
20 kids.

21 I'm in charge for over 600 kids in the  
22 soccer league. We don't have no place to play, not  
23 even for practice. We went to the venued park. The  
24 rangers throw all the kids out from the park.

25 We went to the Harbor College. Football

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1 practice right there. We don't have no chance to  
2 practice. Why? Because we don't have money. We  
3 don't have nothing to support these kids to play  
4 their sport.

5 Okay. So that's all I want to say.

6 Please, help all -- you know, help all these kids to  
7 have a place to play or practice their own sport.

8 Thank you very much.

9 COLONEL THOMPSON: Thank you.

10 Janet Gunter followed by Victor Eurquiza.

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11 MS. GUNTER: Good evening, everyone.  
12 Tonight I'm actually speaking on behalf of  
13 the San Pedro Homeowners United, as well. I was  
14 asked this afternoon to include them in my  
15 testimony.  
16 The issue -- better? Testing 1, 2, 3.  
17 The issue of blight is an issue that I  
18 don't think has been adequately addressed this  
19 evening. I think that all of the majorly important  
20 issues have been spoken to save, perhaps, that one.  
21 I spent the first eight years of my  
22 education at St. Peter and Paul's Elementary School  
23 which is just a few blocks away from this location  
24 here in Wilmington.  
25 My father worked in a local bank here for

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1 30 years. The massive growth of this port has  
2 affected this community in the most negative way.  
3 The once pristine streets of Wilmington  
4 adjacent to the Port represent the most blighted  
5 areas of Los Angeles.  
6 The Port and even State lands attempts to  
7 blame this degradation on everything except the  
8 explosive growth of the Port industry. By doing  
9 this they only make themselves more contemptible.  
10 The Public Health and Safety Code of the  
11 State of California recognizes the obligation of  
12 both the State and the City to remediate blight.  
13 This responsibility becomes even more critical when

14 the business of this State and this City happens to  
15 be the generator of the blighted situation, and that  
16 is caused by the Port of Los Angeles.

17 Expanding terminals in the face of the  
18 existing extensive blight makes -- it's just -- it's  
19 not comprehensible. It's -- Wilmington cannot  
20 endure any further blight. The situation has to be  
21 remediated. It has to be turned around.

22 And I believe personally that it's illegal  
23 activity that the Port has endorsed and the State  
24 has endorsed in not addressing these issues, not  
25 mitigating, completely turning their backs on these

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1 communities. It's got to change. It's got to be  
2 over. They can't endure it any longer.

3 Thank you.

4 COLONEL THOMPSON: Thank you. Victor Eurquiza,  
5 and then we will return back to Eddie Greenwood.

6 Eurquiza. Excuse me.

7 MR. EURQUIZA: On behalf of the Southwestern  
8 Union Soccer League, our main concern are the kids,  
9 something that some of you or most of you have  
10 forgot about.

11 If you going out right now, as you go out  
12 through the door and you take a look on your  
13 left-hand side, there's a group of kids practicing  
14 soccer with no lights.

15 And this is the United States of America,

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16 and I still believe that this is the greatest  
17 country of all.

18 And for us to have kids practicing soccer  
19 with no lights, it's a totally joke for me.

20 I'm a soccer coach. I've been coaching  
21 since '99. This league has over 600 kids. We have  
22 no place to practice. Why? Because Wilmington  
23 doesn't have enough parks.

24 We're not going against the project of the  
25 Port. This is the greatest country of all. We have

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1 to move forward. In order to do that, we got to  
2 have a facility that has the capacity that brings  
3 all the ships and all the trains and all the  
4 traffic, but you also have to think about the kids,  
5 about the people in Wilmington.

6 By you expanding the Port, what you're  
7 doing is you're taking up our space because you are  
8 going to make Wilmington shorter. What's going to  
9 happen to all these kids?

10 We need a place to play. We need a place  
11 to practice. Some of these kids, if not all of  
12 them, they live in the projects. They can't even  
13 afford to pay sixteen seventeen dollars an hour for  
14 them to turn the lights on on Wilhelm.

15 We cannot practice on the field. Why?  
16 Because they say the soccer kids damage the grass.

17 So, please, if you going to expand the  
18 Port, you're going to kill a lot of these kids'

19 dreams. We need parks. We need a place to  
20 practice. We need to pull that project back in  
21 hands and freeze. As you go out, you will see those  
22 kids practicing right now with no lights. You can  
23 barely see the soccer ball, but this is a sport they  
24 love.  
25 I like football. I like baseball. I like

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1 basketball, but soccer is my sport; that's why I've  
2 been coaching these kids, to take them out of the  
3 streets so they don't go and do something else.  
4 Thank you.  
5 COLONEL THOMPSON: Thank you.  
6 The last speaker, finishing up his earlier  
7 comments, Eddie Greenwood.  
8 MR. GREENWOOD: Thank you, Colonel. Appreciate  
9 it.  
10 The back side -- I just wanted to  
11 reiterate the community buffer zone, open space for  
12 broad public use. It's not just for the residents  
13 of Wilhelm, but it's for all Californians to come  
14 and use at any time so that it will fall under the  
15 Tidelands Trust Act.  
16 On the back side in referring to the  
17 scoping, I'll just make these comments. 90 percent  
18 of this community is Latino. There are 15,000  
19 resident homes in this community. I have heard it  
20 be echoed within different onsets of different

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21 community meetings from a different variety of  
22 individuals that Wilmington has a low voter  
23 registration and that because of that low voter  
24 registration we're like the entity that's on the  
25 other side of the tracks.

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1 The words that one speaks are sharper than  
2 two edges of the sword. The comments of this  
3 community warrant merit. Some sort of medium or  
4 compromise is necessary, a mitigation, solution as  
5 part of this project or alternative to this project.

6 Under item Number 3 under determination of  
7 Page Number 2 -- Page 2 -- there is a separate  
8 Page 2 under the environmental checklist form. This  
9 is what I'm referring to, so there's two Page 2's on  
10 this, so on the environmental checklist form on  
11 Page 2, the first item that's checked there, "If I  
12 find the proposed project may have a significant  
13 effect on the environment, an environmental impact  
14 report is required."

15 On Page 3, Item 4, it says "Negative  
16 declaration less than significant with mitigation  
17 incorporated applies were the incorporation of  
18 mitigation measures has reduced and effect from  
19 potentially significant impact to a less than  
20 significant impact.

21 It's -- a lot of the stuff is spelled out  
22 in here. On Page 4 and Page 5 there are more items  
23 of significant impact that are marked off as of the

24 way that it's recorded as far as potentially  
25 significant impact, less than significant, with

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1 mitigation incorporation, less than significant  
2 impact and no impact.

3 And a lot of what I've taken a minute --  
4 the time to read through this, take a look at it,  
5 there are more items checked with boxes that are  
6 potentially significant impact.

7 Under the land use section on Page 4, Item  
8 Number A -- I've got to find the land use section --  
9 it says -- it has under -- it's aesthetics.

10 COLONEL THOMPSON: Your second time period is  
11 up.

12 Could you please wrap it up and then  
13 submit anything you'd like in writing.

14 MR. GREENWOOD: Okay. You know what? With  
15 that, I'll just close, because I think it's -- I  
16 think that it warrants -- if it took me five or ten  
17 more minutes to share what I had to share, you've  
18 come a long ways.

19 The Port people has gone out on their  
20 limb. I have not gone to work tonight to come here  
21 and speak tonight. People from this community have  
22 come down to be able to give their pitch.

23 And granted, an E-mail was dialogued to me  
24 about being able to get the Port on a longer  
25 speaking period time, and you've given me a few

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1 extra minutes, but six minutes or eight minutes  
2 doesn't satisfy the crap that's been shoveled down  
3 Wilmington's throat for at least 43 years that I've  
4 been alive in this community.

5 Thank you.

6 COLONEL THOMPSON: Would it be beneficial for  
7 you to come up and provide your statement directly  
8 to the reporter so that the other people who would  
9 like to leave can leave and that --

10 MR. GREENWOOD: That would be fine.

11 People in this community know how I feel.

12 Thank you.

13 COLONEL THOMPSON: I'd like to thank everyone  
14 for attending this meeting tonight and remind you  
15 that we will take written testimony up until  
16 December 10th.

17 And we will adjourn this meeting.

18 Thank you very much.

19 MR. GREENWOOD: Okay. On Page 9 under land use  
20 and planning, "Would the project" -- Item Number A  
21 says -- "physically divide an established  
22 community," and it is my opinion that it would  
23 physically divide an established community.

24 Page 10 comment Item B, on Page 10,  
25 Item B, it says, "Conflict with an applicable land

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1 use plan policy and regulation of an agency with  
2 jurisdiction over the project, including but not  
3 limited to the general plan, specific plan, local  
4 coastal program or zoning ordinance adopted for the  
5 purpose of avoiding or mitigating an environmental  
6 effect. "

7           There was a check mark on "Less than  
8 significant impact. "

9           And I think that there was lack of  
10 consideration adjacent to the expansion planning  
11 that reflects the Dana Strand Housing Authority  
12 governed by the Housing Authority of the State of  
13 California and Los Angeles where there is going to  
14 be a school and park -- a low-income housing and  
15 housing area, not park, but housing, low-income  
16 housing area. So there is a -- I think that that  
17 check mark is wrong. It should be "Potentially  
18 significant impact. "

19           Page 11 under "Public Services" -- under  
20 "Public Services" on Page 11 it addresses fire  
21 protection, police protection, schools, parks and  
22 other public facilities.

23           Schools are directly affected adjacent to  
24 the facility in expansion. Parks are something that  
25 we have lack of, that we need more of, that with

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1 respect through mitigation a compromise be made

2 through mitigation for parks and other public  
3 facilities.

4 On Page 12, which would be the last and  
5 final comment or there close to it, is on Page 12  
6 under "recreation," Item B, it says, "Does the  
7 project include recreational facilities or require  
8 the construction or expansion of recreational  
9 facilities which might have an adverse physical  
10 effect on the environment."

11 It would be my recommendation under this  
12 section, Item B, that perhaps consideration for  
13 recreational mitigation of the local facilities  
14 within the community that is known as the Harbor  
15 Sports Center owned by the City under recreation,  
16 which is a neutral location in this community,  
17 adjacent to Harbor College, adjacent to the Harbor  
18 golf course where councilwoman Janice Hahn of the  
19 15th district is aware of and is looking into the  
20 possible renovation through special projects  
21 coordinator Robert Yortiega.

22 Additional comment off of Page 14, Item C,  
23 page 14, Item C under the heading of "Mandatory  
24 Findings of Significance," "Does the project have  
25 environmental effects which would cause substantial

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1 adverse effects on human beings and either directly  
2 or indirectly, and the potential significant impact  
3 is checked.

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4 Environmental impacts, Attachment A -- all  
5 of environmental impacts under Attachment A -- there  
6 are too many items to actually go over, but it is  
7 well noted by the U.S. Army Corps of Engineers.

8 Thank you very much, and good evening.

9 (The deposition was concluded at 8:10 p.m.)

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1 R E P O R T E R' S C E R T I F I C A T E

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4 I, Lori Denise Koster, a certified  
5 shorthand reporter, No. 10430, for the State of  
6 California, do hereby certify:

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7                   That said proceedings were taken down by  
8 me in stenotype at the time and place therein stated  
9 and was thereafter reduced to printing under my  
10 direction.

11                   I further certify that I am not in any way  
12 interested in the event of this cause, and that I am  
13 not related to either of the parties hereto.

14                   In witness whereof, I have hereunto  
15 subscribed my name this 6th day of November, 2003.

16

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18

Lori Denise Koster, C. S. R.  
No. 10430

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